

Strategic Highway Corridors Concept Development Report



Outside

How will this initiative be implemented?

The Strategic Highway Corridors initiative will be implemented through a variety of different measures. These include:

- **Education.** Ongoing efforts are being made to educate all stakeholders about the initiative. Education needs to occur on a continual basis to ensure that those involved are aware of the latest activities and policies.
- **Long-Range Planning.** Local Comprehensive Transportation Plans will incorporate the long-term vision of the Strategic Highway Corridors initiative. Additionally, a series of corridor studies may be undertaken to define needs, issues and unique challenges of each corridor. These studies give all stakeholders an opportunity to be involved at the beginning of the planning process.
- **Project Planning and Design.** Projects along Strategic Highway Corridors will be developed in a manner to achieve the long-term vision and goals of the initiative.
- **Land Use.** Consistent and compatible land use decisions are needed to support the goals of the Strategic Highway Corridors initiative. Mechanisms will be developed to assist local jurisdictions in helping to protect mobility along the corridors.
- **Corridor Protection.** Managing development along Strategic Highway Corridors is essential for achieving the long-term vision for each facility. Tools, techniques and strategies will be identified for protecting the corridors, such as the use of access management.
- **Driveway Permits and Traffic Signals.** All driveway permits and traffic signal requests along Strategic Highway Corridors will be carefully examined for consistency with the long-term vision for the corridor. Driveway consolidation and sharing will be highly encouraged, and alternative solutions to traffic signals will be sought.

The SHC initiative was developed with input from the public during forums held in 2003 and 2004. The initiative was adopted by the North Carolina Board of Transportation and endorsed by the Department of Commerce and the Department of Environment and Natural Resources in 2004.



For More Information Contact:

NC DOT T-P-B

North Carolina Department of Transportation
Transportation Planning Branch
Systems Planning Unit
Attn: David Wasserman, P.E.
1554 Mail Service Center
Raleigh, NC 27699-1554
(919) 715-5482 ext. 380
www.ncdot.org/planning/tpb/shc/

5,000 copies of this public document were printed on recycled paper at a cost of 19¢ each. (7/05)



Mobility & Connectivity

Economic Prosperity

Environmental Stewardship

What is the Strategic Highway Corridors Initiative?

The Strategic Highway Corridors initiative seeks to identify, protect and maximize the use of highway corridors that play a critical role in regional or statewide mobility in an ongoing effort to enhance transportation, economic development and environmental stewardship throughout North Carolina.

What are the goals?

- Protect North Carolina's taxpayer investment in critical highway corridors
- Enhance major corridor mobility within and to destinations just outside North Carolina
- Enhance connectivity of travel within and just outside North Carolina
- Partner with stakeholders and all vested agencies to create a clear vision for each corridor
- Influence the project level decision-making process to achieve broader goals through funding, project planning, design, access and land-use decisions
- Support a statewide vision and identification of a desired facility type—freeway, expressway, boulevard or thoroughfare—for each corridor

How was the concept developed?

The selection of the Strategic Highway Corridors focused primarily on four objective criteria:

- **Mobility.** The corridor has significant traffic volumes and is vital to the state's and/or region's interest.
- **Connectivity.** The corridor provides a connection between major activity and service centers.
- **Interstate Connectivity.** The corridor provides a connection between existing and/or planned interstates.
- **Interstate Reliever.** The corridor currently serves, or has the potential to serve, as a reliever route to an existing interstate facility.

Inside

Freeways

- 55 mph or Greater
- Minimum 4 Lanes with Median
- Access Only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways

Expressways

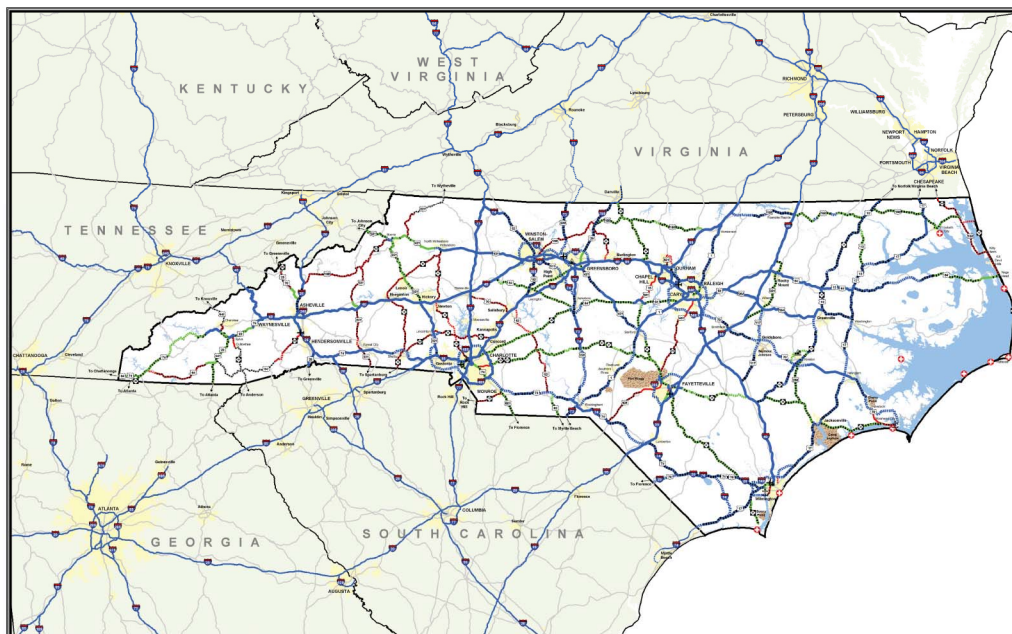
- Speed Limit: 45 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets, Median Breaks for U-turns
- No Traffic Signals
- Limited/No Driveway Access Encouraged

Boulevards

- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Limited Driveways Allowed but Access may be Restricted to Right-in/Right-out

Thoroughfares

- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional



Vision Plan

Adopted by The North Carolina Board of Transportation
Plan Date: September 2, 2004



Legend

- Freeways**
 - Existing
 - Needs Upgrade
 - Recommended
- Expressways**
 - Existing
 - Needs Upgrade
 - Recommended
- Boulevards**
 - Existing
 - Needs Upgrade
 - Recommended
- Thoroughfares**
 - Existing
 - Needs Upgrade
 - Recommended
- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features

Scale: 0 10 20 30 40 50 Miles
Prepared by:
The North Carolina Department of Transportation
Transportation Planning Branch
Date: March 20, 2004

This page intentionally left blank.